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COUNTRY... Germany (Soviet Zone) SECURITY INFORMATION 25X1

TOPIC... Oranienburg Airfield

DATE OF CONTENT... 1 to 22 August 1951

25X1

DATE PREPARED... 4 October 1951PAGES... 2 ENCLOSURES (NO. & TYPE) One sketch on ditto

REFERENCES...

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1. On 8 August 1951, a radio installation was observed about 4 km northwest of Oranienburg airfield in the extension of the main runway. (1) The immediate vicinity of the installation was free of obstacles. Isolated houses were located 250 to 300 meters to the southeast. The mast of the installation was about 10 meters high. The wires were identical and the insulators were of the same type. A van-like truck was observed near the mast. A thick cable led from the driver's cab to the top of the mast. A truck, with a mounted spotlight about 50 cm in diameter, was also seen at the site. Two contiguous low wooden buildings were northeast of the radio installation. The buildings had connections to the municipal electric lines. A separate double telephone line led to the airfield. An air force soldier was seen at the radio installation. Truck [] left the installation toward Oranienburg.

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2. On 1 August, between 2 and 2:50 p.m., the airfield was observed from its northern edge. Three jet bombers with metal noses and no auxiliary fuel tanks took off in rapid succession. Their landings were not observed. A total of 25X1 20 jet bombers were seen at the field. (2) The trees and bushes around the hangars obstructed [] The total occupation of the field therefore could not be determined. Conventional type planes were seen aloft [] 25X1 that such aircraft were also stationed at the field. Three 25X1 other jet bombers with auxiliary fuel tanks took off about 3 p.m.

3. At 6 a.m. on 10 August, the roar of aircraft engines was heard from the field. [] high ranking officers had inspected the installa- 25X1 tion after 2 p.m. on 9 August. [] this inspection had con- 25X1 tinued after 6 a.m. on the following day. On this occasion the engines of all the aircraft stationed at the field were started. There was intensive flying at the field after 9 a.m. Twelve single-engine jet fighters were seen for the first time. (3)

4. During the period from 16 to 18 August, a total of 45 jet bombers were observed at the field. [] this number did not represent the total of 25X1

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aircraft available there. Jet bombers with and without belly turrets were seen.

was so intensive on both days that the number of take-offs and landings could not be determined. Visibility was good. At 11 a.m. on 17 August, 30 ground attack aircraft flying in three flights one behind the other flew over the field heading northeast.

5. About 4 p.m. on 7 August, a Soviet military commission headed by an air force general arrived at the field by air from Moscow. The mess officer, Major Trinken (phonetic spelling) (fnu) told the German kitchen personnel to be particularly attentive to the wishes of the guests from Moscow. The commission, which consisted of 12 men, was still at the field on 19 August.
6. On 8 August, meals were served in the officers' messhall to 253 air force officers, 73 NCOs of the flying personnel and 8 civilians allegedly engineers or technicians. On 9 August, only 270 men had breakfast because 60 men had to leave early in the morning for flying duty at the field.
7. Soldiers of ration group 5a, which consisted only of flying personnel, were issued the following rations daily:
 - a. First breakfast served when flying began at 3 a.m.: 1 egg, 1 cup of cocoa, 1 pancake, 7 pieces of chocolate, 20 grams of butter, and white bread as desired.
 - b. Second breakfast served at 10 a.m. at the field: Grit soup, noodles or mashed potatoes, 100 grams of meat, tea, and white bread.
 - c. Lunch served between 12:30 and 2 p.m. or 2 and 3 p.m.: Soup, 100 grams of meat, white or black bread, dessert.
 - d. Supper: 1 cup of milk, 1 spoonful of curd, 1 piece of cheese, 20 grams of butter, and white bread.

The air force soldiers of ration group 5, presumably ground personnel, are issued the same rations as ration group 5a; however, they are served meat only once a day and were not issued chocolate, cocoa, or eggs. They received less butter and no dessert. Ration group 6 which was made up of 58 soldiers, and 9 civilians, who were special technical personnel, were issued the same food as ration group 5.

8. On 6 August, a jet bomber crashed at the field. Its pilot, a major was killed instantly. No German personnel were allowed to enter the air force barracks buildings the following day.
9. There was no flying on 14 August. After 4 a.m. on 15 August, 42 of the flying personnel left their quarters for flying duty. No flights were made on 16 August. After 3 a.m. on 17 and 18 August, 61 and 63 men respectively were served breakfast. Pilots of aircraft stationed at other fields which had made intermediate landings in Oranienburg were often served meals in the officers' messhall. Soviet jet bombers had crews of 4 or 5 men because this number of flying personnel usually arrived at the messhall to eat their meals.

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10. Air force Major Graffin (fnu) functioned as a political officer in the officers' messhall. The picture of 23-year-old Sergeant Abramov (fnu) who was praised as an excellent jet aircraft pilot, was posted on the messhall bulletin board. On 17 August, Junior Lieutenant Tankovich (fnu), formerly chief of the officers' messhall, returned from leave.
11. From 9 to 11 a.m. on 11 August, two groups of 10 jet bombers each were observed parked at the field. A twin-engine type Pe-2 low-wing monoplane and a biplane were seen aloft. Trucks entered and left the field.
12. From 10 a.m. to noon on 21 August, about 20 jet bombers were seen south of the hangar at the field. A biplane towing a sleeve target while circling over the field was fired at by machine guns from the vicinity of Annhof. The jet bombers did not fly.
13. From 8:30 to 9:30 a.m. on 21 August, 11 jet bombers parked in a row south of the large hangar of the field and 12 other jet bombers parked at the intersection of the two runways were observed from the southern edge of the field. The location of the radio installation had not changed.
14. On 22 August, 12 jet bombers were observed parked in a line at the intersection of the two runways and 5 to 7 other jet bombers south of the hangar. Visibility was about 4 km and the cloud base was at about 2,000 meters. From 3:30 to 6 p.m., two types of jet bombers took off and landed at irregular intervals. None of the planes had auxiliary fuel tanks.
- The Dumbo radar set was intermittently in operation during the flying. (5) It turned irregularly in both directions up to a 100 degree angle. Full rotations were never observed. The noise of the engine which operated the set could be heard. After taking off, all the planes climbed at an angle of about 30 degrees and then disappeared in the clouds.
- Comments.
- (1) For location of the radio mast, see Annex 1. Its distance from the northern end of the runway is approximately 5 km. Since the installation is located exactly in the extension of the runway and its setup is the same as that of radio installation observed at fields occupied by fighters, it is believed that it is the outer landing beacon.
- (2) From the type and number of aircraft (type 27) observed at the field it is believed that Granionburg airfield is still occupied by a bomber regiment. The regiment is equipped with about 1/3 type 27s.
- (3) It is believed that, in connection with air force exercises, fighters were temporarily stationed in Granionburg. There are no indications that a fighter regiment has been transferred there.
- (5) The location of the radar set was previously reported.